

BLOCK IN THE WAY OF 3 CENT FARES.

Assemblyman Nixon's Bill Has a
Large Loophole for the
Companies.

By Increasing Their Capital Stock
They Can Effectually Pre-
vent the Reduction.

OPINIONS FROM BOTH SIDES.

Wage-Earners Say a Saving of Two Cents
Means a Great Deal, While Railway
Officials Assert That It Would
Bankrupt Them.

The Editor of the Journal:
It depends entirely upon the con-
ditions of the franchise. I am not
posted as to the street car business
in Detroit and other cities which
are agitating the reduction of the
general fare, but I understand that
in some of them the city was com-
pelled to lay the tracks and also
keep streets between the tracks in
repair. In Cincinnati the com-
panies are paying \$4 per car li-
cense fee and 5 per cent of the
gross receipts into the city treas-
ury, and are also required to keep
streets in good repair. I therefore
think that the city of Cincinnati
and the citizens who patronize the
street car companies are receiving
fair treatment at the present fare
of five cents.

JOHN A. CALDWELL, Mayor,
Cincinnati, O., February 14.

Should Assemblyman Nixon's bill to re-
duce the fares on all surface and ele-
vated roads in the State during certain
hours in the morning and evening become
a law, which is very doubtful, it would not
worry the companies, as the bill has been
so drawn that the companies have been
carefully protected. The bill provides that:
Every street surface railroad and elevated
road in any of the cities and villages of this
State shall sell tickets at as low as thirty for \$1,
which tickets shall be good between the hours of
8 a. m. and 8 p. m., and between the hours of
5 p. m. and 7 p. m., of each and every week
day, whenever the gross earnings of any such
roads are sufficient to pay operating expenses,
repairs, maintenance, interest and fixed
charges, together with a dividend of 5 per cent
upon its capital stock, and shall provide rea-
sonable places along its line where such tickets
may be obtained.

As there is no law in the State that pre-
vents a corporation from increasing its
capital stock to any amount, it may de-
sire, it can readily be seen that such a
law would never reduce the fares at all, as
it would be an easy matter for a corporation
to call a meeting of its directors and
increase its stock in case it was liable to
be bothered by the law. The only way in
which such a law could be enforced would
be to pass a law limiting the capitalization
of stock to a certain amount in excess of
the cash actually invested in the enter-
prise.

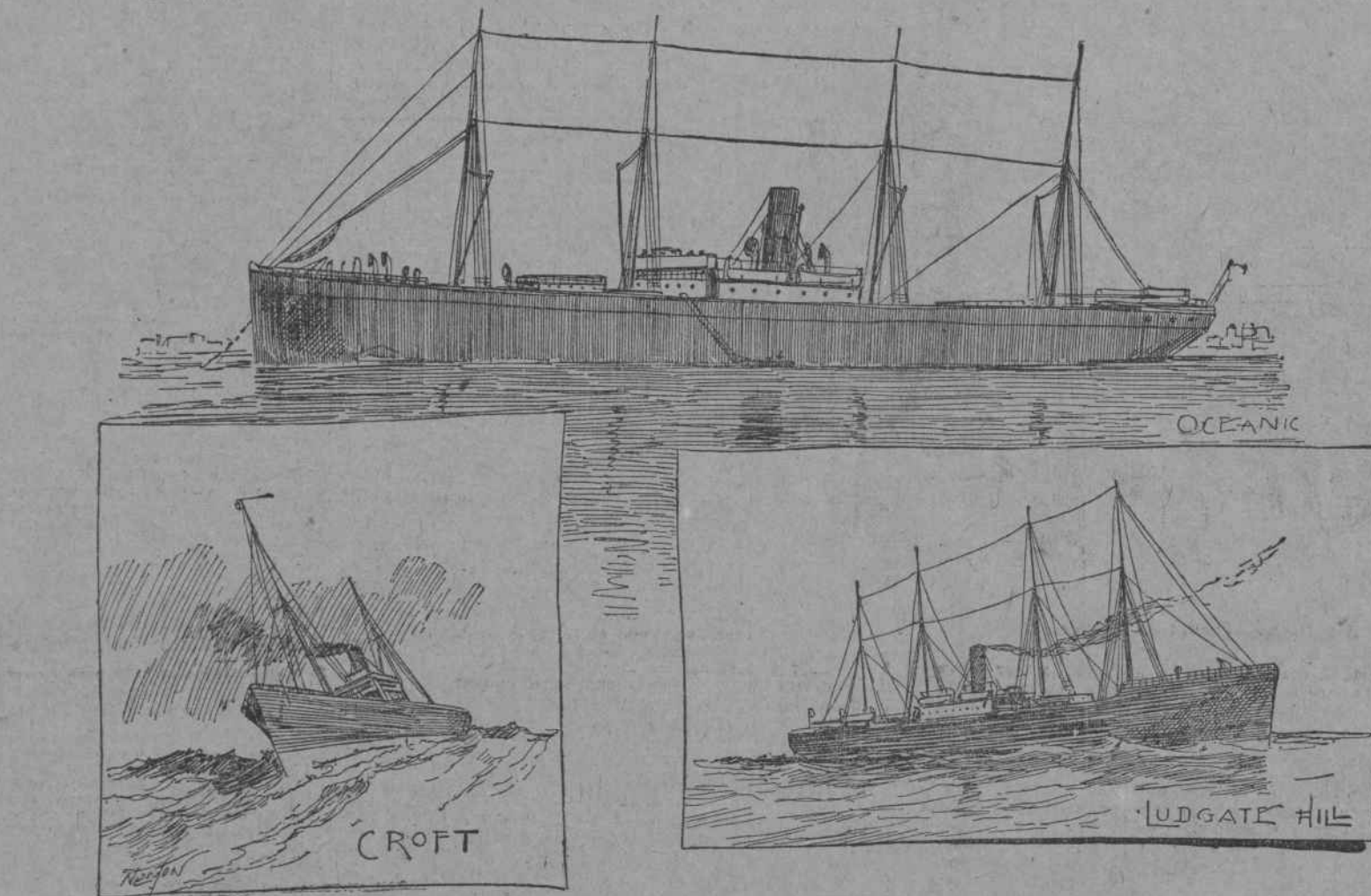
The introduction of such a bill is re-
garded in this city as an attempt upon the
part of the Republican majority to make
campaign capital. Very few people expect
to see the bill after it is placed in the
hands of the Railroad Committee.

THE PUBLIC WOULD LOSE.

ALBERT J. ELIAS, PRESIDENT OF THE
Third Avenue Railroad Company: The
very best proof of the falsity of Mayor
Pinckney's statement that a 3-cent sys-
tem is a swindle and that fortunes can
be made from 3-cent and even from 2-
cent roads is the real present condition of
our own roads here in New York, on all
of which the 5-cent system is used. We
barely declare dividends as it is, on a 5-
cent basis, and what could we do on a
3-cent one? Goodness knows what the
Legislature at Albany will do. But if the
Three-cent bill is passed it will be in
spite of the liveliest opposition. We can-
not get a living out of a 3-cent system in
New York for those that carry on the
roads, and if we are compelled to reduce
our fares the best thing we can do is to
step down from our offices and out of the
companies and go into some other busi-
ness. Perhaps, Pinckney thinks that more
people would travel with 3-cent fares.
But that is a mistake. In New York every-
body rides, everybody has to ride and
there would be no perceptible increase in
the number of passengers, while the fail-
ing-off of our receipts would be rapid and
immense.

BENJAMIN HART, VICE-PRESIDENT OF THE
Third Avenue Railroad Company: While I
do not anticipate that this measure will
pass, yet if it does become a law it will
work more harm than benefit to the labor-
ing people. A three-cent fare would re-
duce the profits of the street railway com-
panies to so great an extent that they, as
a mere matter of self preservation, would
be compelled to do away with the transfer
system and that would cause a loss to the
working people of New York of such mag-
nitude that it would be impossible to com-
plete it. Whereas under the present sys-
tem an individual can ride on the cars for
even four different lines for a single fare
of five cents he would be compelled under
the proposed three-cent tariff to pay
twelve cents for similar transportation.
There is no doubt in my mind but that
this is an anti-labor measure, conceived
with the idea of compelling the street
railway companies to contribute more liberally
to the campaign fund. Even if the
measure should pass I do not believe that
it would stand before our courts of law as
a constitutional enactment. If it should
pass, and if it should stand, it would be
the worst thing that ever happened to the
laboring people of this community.

WASHINGTON E. CONNOR, FINANCIER:
This agitation for a three-cent fare on the
elevated and surface roads is, I have no
doubt, a purely political scheme. I be-
lieve that this three-cent agitation is be-
ing spread for the sole purpose of induc-
ing the surface and elevated railroads of
New York to contribute with unusual lib-
erality to the campaign funds. While it
is very doubtful in my mind if such a
measure can pass the Legislature, yet,
even should it do so and receive the signa-
ture of the Governor, it would never
stand. About 1888 the Legislature passed
a bill ordering the Manhattan elevated
Company to reduce the fare from ten to
five cents. This measure Governor Cleve-
land promptly vetoed on the ground that
a corporation created by legislative enact-
ment, and in whose articles of incorpora-
tion the amount of fare to be charged
was expressly stipulated, cannot be com-
pelled by the Legislature to reduce or in
any way change that rate of fare. There
seems to be but little doubt in the minds
of all the jurists with whom I have heard
discuss the matter that Governor Cleveland
was right. Therefore, if this measure
should pass the Legislature its constitu-
tionality will be seriously questioned in
the courts of law of New York and, if
necessary, of the United States. Such a
measure as this would undoubtedly result



Ocean Steamers Fail to Arrive in Port on Time.

Heavy storms have prevented several of the ocean steamships from arriving on time. The British freighter Oceanic is drifting about on the sea in a disabled condition. She is light and has to depend on her canvas to carry her. The Oceanic's agents do not think she is lost, but say she will have to be towed in. The Ohio and Otranto are also overdue, but the delay is attributed to heavy storms, and the steam ships are thought to be safe. The Ludgate Hill, Croft and Scotia are somewhere on the Atlantic headed toward this port. They failed to arrive yesterday.

In the lessening of a number of the em-
ployees of all the corporations involved.
It would also result in a cheaper grade
of rolling stock and equipment and a
corresponding lessening of conveniences to
the travelling public. It would not only
throw many men out of employment, but
it would decrease the rate of wages. I
fail to see where the working man will
profit by all this.

LABOR LEADERS FAVOR 13.

JOHN SWINTON, LABOR LEADER: MOST EM-
phatically I am in favor of a three-cent
fare on all the street railroads. Make it
two cents, if possible, or even one cent.
In Moscow they make half a million a
year on one road which charges a penny a
ride. By all means curtail the profits of
the monopolists, and let the laboring man
live. Live and let live! The capitalists
must give the workman his rights. Without
doubt the rate of travel should be
reduced, but make it one cent if you
can. The very smallest coin in our cur-
rency is the best for the railroad mag-
nates.

JAMES RYAN, DELEGATE OF THE PHOTO-
Engravers' Union: I believe that the
fare should be as low as possible. If
the fares were 3 cents more people would
ride, and the companies would still have
handsome dividends. In a city like New
York time is money with most people,
and many, if the fares were reduced to 3
cents, would rather ride than walk a dozen
blocks, to save time. To the great
bulk of people the difference between 3
and 5 cents means something which they
could afford to ride or not.

CHARLES P. REICHERS, PRESIDENT OF
the United Garment Workers of America:
I believe the city should become the own-
er and operator of the street railroads.
In every case where the city or Govern-
ment has taken control of anything in

which the public benefit is concerned,
the result has been lower rates. The postal
system is the best illustration of this,
and, to come down to local matters, the
Brooklyn Bridge. Every lowering of the
price of tickets on the bridge has been
followed by an increase of traffic.

HERMAN ROBINSON, SECRETARY OF THE
Executive Committee of the Brotherhood
of Tailors: I am, as a workman and a
citizen, strongly in favor of the reduction
of fares on the street car lines to three
cents. It has been shown by the reduction
of fares on the Manhattan Elevated some
years ago from ten cents to five cents
that it pays to reduce fares, as the traffic
on the Manhattan Elevated became more
than doubled. Apart from this, street cars,
as a condition of the granting of the fran-
chises, are supposed to be run for the
benefit of the public. Many thousands of
poor people who walk because they feel
they cannot afford to pay car fare would
ride if the fare were reduced.

HENRY WHITE, GENERAL SECRETARY OF
the United Garment Workers of America:
The model city of Detroit has shown the
advantage of a 3-cent fare. The economy
in management and improvements made
in local transit ought to be shared by
the community. The people have been
wonderfully lavish in giving the valuable
franchise of the public streets to com-
panies with hardly any compensation. The
Legislative Investigating Committee re-
cently showed what immense profits are
yielded by the street car companies, not-
withstanding the watered stock. Cheap
fares and better transit facilities would
quickly settle the suburbs of the city by
those now crowded in the tenement dis-
tricts. Personally, I would favor the city
assuming the ownership and control of the
railroads, and reducing the fares to the
cost of operation. The railroad com-
panies ought to be broadminded enough
for their own preservation to grant the 3-
cent fare as an answer to the steadily in-

creasing sentiment in favor of municipal
ownership of the street railways.

OBJECTED TO IN BROOKLYN.

GENERAL JAMES JOURDAN, PRESIDENT OF
the Kings County Elevated Railroad,
Brooklyn: In the first place, Mayor Pin-
ckney's letter is of a communistic, social-
istic, anti-corporation spirit. He appar-
ently knows very little of the operating
of street railways. The man who argues
that a five-cent fare is too much knows
nothing whatever of the cost of maintain-
ing a street railroad. The only way to
get at what would be a reasonable fare
would be to find the cost of moving each
car per mile, and then calculating how
many people it would take to pay the
cost of operation. There is not a railway
system in this city, with one possible ex-
ception, that pays. I know that the road
with which I am connected would gladly
give itself over to the city for the original
cost of construction and interest thereon
to date. The transfer systems of this city
help to make profit a hard thing to gain.
One can ride all over the city for five
cents. Some days ago the managers of a
railway system here sent out two parties
of two men each, with instructions to see
how little it would cost them to ride
around Brooklyn for ten hours. The result
was that two of the men spent five cents
apiece and the other two did not spend a
cent. The two latter men took advantage
of the crowd at a transfer point and se-
cured tickets. An excellent answer to
Mayor Pinckney's letter is here before me.
I now am signing my name to disburse
income bonds in lieu of coupons that were
attached to second mortgage bonds that
have been surrendered. We couldn't pay
them. Fortunately the public did not buy
them, or we could not have gotten them
back. They were bought by people having
an interest in the road. With a three-
cent fare nearly all the railways of Brook-
lyn would go into the hands of receivers.

FREDERICK UHLMAN, PRESIDENT OF
the Brooklyn Elevated Railway Company:
I do not think that 3-cent fares will ever
be the rule of Brooklyn roads. The
roads could not make any money at all.
The only condition upon which 3-cent
fares would ever be successful would be
when the employees willingly accept such
wages as are paid to laborers in Italy or
China, for instance. If the Legislature of
this State sees fit to pass an act requir-
ing a fare to be no greater than 3 cents,
then the laboring man will have to pay
the penalty.

EDWARD McBRITT, PRESIDENT OF THE
Brooklyn City Railroad Company: There
is but one thing to say in regard to this,
and that is that the roads could not
earn enough to pay the interest due on
their bonds. There would be no profit at
all. The great mistake that men make in
this subject is that they seek to make a
comparison between a road that has
routes eight or ten miles long and one
that has lines of probably not one-quarter

that length. On some of our routes the
cars make runs of ten miles, and over
those distances there is no profit even
with a 5-cent fare. The lines pay during
about two months of the summer,
but after that there is no profit. A 3-
cent fare would mean that nearly every
road in Brooklyn would go into the hands
of a receiver in six months.

C. L. ROSSITER, PRESIDENT OF THE
Brooklyn Heights Railway Company: Our
weekly pay-roll averages \$45,000, and it
has been our policy to increase the pay of
the company's employees as rapidly and as
often as possible. That could not be done
— decrease might follow, in fact — if three-
cent fares were instituted. The majority
of the people would be very much better
pleased with good transportation service
at a charge of five cents than a poorer
service at three cents. And service would
be sure to be inferior at the latter rate
of fare. If this company was not here
and a syndicate should offer to expend
\$25,000,000 in constructing a similar sys-
tem and employ 6,000 people, as we now
do, the citizens would light bonfires and
explode fireworks for very joy. A three-
cent fare would mean disaster, no doubt,
to many roads of this city.

BIG ITEMS FOR SALESGIRLS.

MISS M. SILVER, SALESGIRL: IN A LARGE
department store in Grand street, I am
as a rule obliged to take three cars each
way in going to and coming from my
work. I do not take three cars every day
when the weather is good; I walk the
distance covered by one of the cars; but
in stormy weather that is out of the ques-
tion. I have figured out some data con-
cerning this question of car fares. I have
found that if the fares were three cents,
I would save \$29.12 in a year.

MISS M. MCARTHY, SALESGIRL: THE
change from five cents to a three-cent
fare will be hailed with joy by all out
of whose earnings this item cuts a big
slice. To me it will be a saving of at
least 24 cents a week.

MISS C. JACOBSON, SALESGIRL: MANY A
useful article could be purchased with the
saving of 2 cents on each carfare. I am
certainly hoping that the efforts to bring about
this reduction will prove successful.

MISS A. PARTHEUS, SALESGIRL: IT WILL
be an actual blessing to many of us to be
able to ride for 3 cents instead of 5.
To the rich such a saving may not seem
worth their notice, but to those who do
work and have to take several cars to
reach the place where they earn their
living, such a saving amounts to a great
deal.

MISS CLARA LEVY, SALESGIRL: I HAVE
an old and sickly mother to support, and
have figured out that I could at least pur-
chase medicine for her from the money
saved if the car fare were reduced to
three cents.

MRS. JULIA M'G. BARRON, SALESWOMAN:
Every penny tells when one earns only \$5
a week and has another being dependent
upon her. I have a little niece whom I

have adopted, and she earns a little as
cashier. If we could save the two cents
daily on our fare it would be a week's
saving of \$1.20, and with that much
more we could get along quite nicely.
As it is, we are terribly pinched at times.

OCEANIC FAILS TO ARRIVE.

Disabled Freighter Still at Sea—White Star
Liner Germanic Overdue—Ande-
lina Probably Lost.

Not one of the dozen or more steamships
that reached this port yesterday reported
sighting the disabled British freighter
Oceanic. The incoming fleet included
vessels which had passed through most of
the travelled ocean lanes between this and
European ports, as well as from South
America and the West Indies.

The fact that the Oceanic was not seen
from one of these steamers is taken by
navigators to indicate that she has been
driven far out of the routes generally taken
by ocean vessels.

That the disabled freighter will yet make
port safely, her agents, Funch, Edye &
Co., still feel certain. If no accident had
befallen the vessel they would now be
wondering what had become of her, but as
she has a broken screw shaft, they are not
surprised at her long delay. Her one hope
of getting into port is to get some vessel
to tow her. She cannot spread enough
canvas to bring her in, and in her light
condition, a heavy spread of canvas might
capsize the vessel.

The ship, from Hull, and the Otranto,
from Shields, both overdue, also failed to
arrive yesterday, but the Monmouthshire,
which passed Gibraltar January 25,
steamed into port in the morning. Cap-
tain Evans said the vessel had been re-
tarded by a succession of head gales.

The Ludgate Hill, from London, did not
make port yesterday, and the Scotia,
which passed Gibraltar January 26, is also
overdue. The steamer Croft, Dundee, Jan-
uary 24, is also late in arriving.

The White Star liner Germanic should
have reached New York yesterday from
Liverpool and Queenstown. She will prob-
ably arrive to-day. Captain Thomas, a
skilled navigator, commands the Germanic,
which is one of the staunchest vessels in the
White Star fleet.

Fears are expressed for the safety of the
British sailing ship Andelina, which left
Hogo, Japan, August 12 last for this port.
She is now 186 days out, and the vessel has
not been spoken since she left Hogo.
The ship El Schepp, which left Hogo
September 28, forty-seven days after the
Andelina, arrived in New York January 30,
and the American clipper ship El Capitán,
and the American clipper ship El Capitán,
which also left Hogo September 28, reached this port yester-
day.

The Andelina, which registers 2,305 tons,
spreads more canvas than either of the
vessels mentioned, and she is supposed to
be much the fastest vessel of the three.
Captain Humphreys, as one cause of his
delay, said his vessel was becalmed for
forty-one days in the China Sea. El Cap-
itán also spent seven days north of
Barnegat, vainly trying to beat her way
into Sandy Hook. Captain Humphreys
had seen nothing of the Andelina.

The steamship Andelina, which arrived
yesterday from Hamburg, passed a sailing
ship at 1 a. m., February 13, that may
possibly have been the Andelina, though
it is by no means certain. Captain Kooft
of the Albano, said it was too dark to see
the vessel plainly, but he noticed that her
foremast was missing, as well as her jib-
boom and part of her bowsprit and mizzen
topmast. The ship was under double-reef-
ed main-sail and had a heavy list to
starboard.

The location of the vessel was latitude
40 degrees 30' north, longitude 80 de-
grees, or less than 100 miles from Sandy
Hook.
Captain Gilletta commands the Andelina
and she carries a crew of thirty-two men.
She is consigned to Delcamp & Co., of
this city, and is laden with tea. The ship
is owned in London and she is compar-
atively a new vessel.

SOME MISSING LINKS.

Julius R. Fredericks, a Sergeant in the
Greely Expedition, Finds Several Dis-
crepancies in the Nansen Report.

Indianapolis, Ind., Feb. 14.—Julius R. Fred-
ericks, who was a sergeant in the Greely
expedition, and reached a point some 400
miles from the North Pole, is very sceptical
regarding the reported reaching of the Pole
by Nansen. Referring to the subject to-
night, he said:

"It is within the bounds of possibility
that Nansen reached the North Pole, but it
is improbable that he reached it and started
on the return down the coast east of Green-
land, as one report says. The prevailing
trend of the waters on the east coast is
northward toward the Pole. The current
swirls around the north of Greenland, and
then flows in a southerly course along the
west coast of Greenland. If reports are
trustworthy, Nansen has gone up the
east coast of Greenland, survived the
eddies and unspeakable hardships and
dangers of the unfathomable waters of the
highlands of Northeast Greenland, and then,
instead of proceeding westward and south-
ward, he has doubled on his tracks and
started against the prevailing currents to
return. This, it will strike the Arctic ex-
plorers, is unreasonable."

He also declares that it would be next to
impossible for carrier pigeons to live in
such a latitude, and though water fowls,
musk ox and other animals live there, their
natural abode is in that climate. He thinks
that the Pole is on land, but does not be-
lieve that Nansen reached it.

NANSEN'S RETURN TOO SOON.

Naturalist Newcomb Says Nansen Could
Not Yet Have Reached the Pole.

Boston, Mass., Feb. 14.—Raymond Lee
Newcomb, of Salem, who was the natural-
ist of the Jeannette on her trip to the Ar-
ctic, said to-day that he discredits the re-
port that Nansen has reached the Pole. Mr.
Newcomb says that there is no possible
way for the news to have reached Kolyma
or any other place on the Continent.

His second point is that Nansen has not
had time to reach the Pole and return to
the Continent, or even to reach it, with-
out coming back. He also considers it al-
most impossible that Nansen, having
reached a point which he considered the
most northern one possible to reach in the
ship, abandoned her and made the journey
in sledges.

The difficulties in the way, he says, are
too great, and no one who has not been in
that part of the Arctic regions can begin
to appreciate them. No ship that has yet
been built can, in his opinion, withstand
the fearful pressure of the ice floes to the
north of the Kara Sea. Mr. Newcomb says
that he is deeply interested in the report,
but says that until there is some more cer-
tain news he shall continue to believe that
the farthest point north which has been
reached by any explorer is 83 deg. 24 min.,
at which point the Stars and Stripes were
planted by Lieutenant Lockwood, of
Greely's expedition.

Drowned While Gunning.

Athletic Club, N. J., Feb. 14.—Frank Lee
Price, aged twenty-two years, a clerk at the
Hotel Luray, was drowned while gunning
at Longport today. The boy was not
found. Price lived in Hartford County,
Maryland.

300 Columns for 3 Cents
and a magnificent colored supple-
ment, the finest ever given with a
newspaper. Don't miss the Great
Sunday Journal. For sale every-
where.

MRS. HEISER CLAIMED MRS. DUNTON'S RING.

Wife of the Dead Billiard Player
Examined the Diamond
in Police Court.

Said That the Doctor's Wife Had
Passed Five Days at Far Rock-
away with Heiser.

THE JEWEL WAS SET DIFFERENTLY.

Mrs. Dunton, Who Is the Wife of a Physi-
cian in Large Practice, Was Fined
\$5 for Having Been Intoxi-
cated in the Street.

Mrs. Rebecca Dunton, rich, handsome,
and well born, was a prisoner in Jefferson
Market Police Court yesterday charged with
having created a disturbance on the street
while intoxicated, Thursday evening. She
is the wife of Dr. Milo M. Dunton, a
well-known physician, whose home is at
No. 37 East Seventh street. Mrs. Dunton
made no defence when the charge was
made against her and Magistrate Brann
fined her \$5. This sum was paid by Dr.
Dunton's colored coachman, who had been
sent to the court for the purpose. Mrs.
Dunton hurried from the court and was
taken to her home.

Just before Mrs. Dunton left the pris-
oner's pen another woman, looking a little
like Mrs. Dunton, but dressed in mourning,
spoke hurriedly to Magistrate Brann. She
introduced herself as Mrs. Heiser, widow
of J. Randolph Heiser, a billiard player,
who died from paresis in Bellevue Hos-
pital, recently.

"Your Honor," said Mrs. Heiser, "I
would like to see the diamond ring this
woman is wearing. I think it may belong
to me. She was with my husband at Far
Rockaway for five days last summer, and
was posing as his wife. He had no money
to settle the hotel bill, and left a diamond
ring which I had given him, as security
for the amount. He never got the ring
back, and I think it may be the one this
woman is wearing."

LOOKED LONG AT THE RING.

Magistrate Brann granted Mrs. Heiser
the permission she asked, in spite of a
slight protest from Mrs. Dunton. Then the
prisoner held out her hand, upon one of
the fingers of which was a heavy gold ring
with a large diamond in a solitaire setting.
Mrs. Heiser took the woman's hand and
examined the ring critically for some
time. Then she turned away.

"No," she said, "that is not my ring.
The stone is similar to the one I had, but
the setting is different."

This ended Mrs. Dunton's detention in
court, and she hurried away accompanied
by the coachman.

Mrs. Dunton had been arrested late
Thursday night by Patrolman McDonough,
of the Mercer Street Station, who found
her at Thirteenth street and University
place very drunk and swearing at a crowd
of boys which had gathered. She had her
arms around a young man whom she ac-
cused of having stolen a diamond ring from
her. McDonough took Mrs. Dunton and the
young man to the station, where they were
closely questioned. Mrs. Dunton said that
she had been visiting friends in Harlem
and that she got off the elevated train at
fourteenth street, where she met the young
man.

WENT TO A SALOON.

Mrs. Dunton went with him to a saloon,
she said, and had a drink. While in the sa-
loon, she averred, he had stolen her ring.
The young man, whose name the police
refuse to disclose, was able to satisfy Cap-
tain Chapman of his innocence, and was set
free. Mrs. Dunton was locked up and on
being searched a pawn ticket was found for
the missing ring.

After the case was settled Mrs. Heiser
was sent to her home, No. 820 Broadway,
and told the story of her experience with
Mrs. Dunton.
Dr. Dunton, through a servant, admitted
the truth of the statements regarding Mrs.
Dunton. He said the neighborhood of his home
much sympathy is expressed for him. He
is a physician of high standing and large
practice, and is reputed to be wealthy. He
said that for years he and his wife have
been estranged.

SCORCHERS TO PAY MORE.

Mutual Accident Insurance Societies
Double Premium Rates for Those
Who Ride the Wheel.

It has been decided by one class of insur-
ance companies that the riding of a bicycle
is an extra-hazardous risk of life and limb.
The subject has for two years claimed the
attention of all kinds of insurance com-
panies, and the mutual accident societies
have doubled the premium rates on that
class of risks. It is generally conceded that
the action of the mutual companies, regard-
ing which there was not a dissenting voice,
will be followed by the other companies.

One company has compiled figures to
show that during 1895 it settled 400 claims
brought by bicycle riders for injuries re-
ceived where the bicycle played an im-
portant part in the accident. This company
paid out \$14,986, which includes two
death claims of \$3,000 each. The per-
centage of loss is estimated at 75 cents for
each policy-holder on the mutual plan.
The percentage for the other companies
was taken up about ten months
ago by one accident company in this city.
A special policy was issued that cost \$15
annually for \$100,000 of insurance, with \$25
a week indemnity in case of injury.
The same company will insure against
accident and death from all other causes
for \$21 a year for a \$5,000 policy and a
weekly indemnity of \$25 in case of injury.
If a policy-holder wants to ride on the
trolley cars he must pay an additional \$4
to enjoy protection.

IRISH POLITICAL PRISONERS.

Physicians Report That Their Lives Are
Not Endangered by Confinement.

London, Feb. 14.—Mr. Timothy Harrington
(Parnell) moved in the Commons to-
day an amendment to the address in favor
of the release of the Irish political pris-
oners.
Mr. Michael Davitt (Anti-Parnellite) de-
clared that the punishment inflicted on
these prisoners was brutally excessive, and
that their treatment was without parallel
in modern history.
Sir Matthew White Ridley, the Home
Secretary, denied that the Irish political
prisoners were treated differently from
other prisoners. If they were kept in pris-
on it was because they had violated the
laws. He had not rested satisfied with the
regular medical reports regarding the con-
dition of the prisoners, but had sent two
special physicians to investigate and re-
port. He had no objection to these men
going to non-political prisoners. Their cases
would, however, be considered shortly, and
he would be glad to avail himself of any con-
siderations tending to show that there
should be a mitigation of their sentences.

WHAT A THREE-CENT FARE MEANS TO TOILERS.

There are in New York City ten retail stores, in each of which are employed 1,500
persons. Two-thirds of these 15,000 employees have to ride to and from the stores. Of
this 10,000 about 500 pay six car fares daily, 2,000 pay four car fares, and 7,500 two
car fares. What the difference in fares means to these people is shown by the fol-
lowing table:

	Daily	Weekly	Yearly	At 5 Cts.	At 3 Cts.	At 1 Cts.
Those who ride on 6 cars pay.....	\$150	\$900	\$5,400	\$4,800	\$2,700	\$900
Those who ride on 4 cars pay.....	400	2,400	14,400	12,800	7,200	2,400
Those who ride on 2 cars pay.....	750	4,500	27,000	23,400	14,400	4,800
2 car fares.....	\$1,200	\$7,200	\$43,200	\$37,800	\$23,400	\$7,800

EDWARD McBRITT, PRESIDENT OF THE
Brooklyn City Railroad Company: There
is but one thing to say in regard to this,
and that is that the roads could not
earn enough to pay the interest due on
their bonds. There would be no profit at
all. The great mistake that men make in
this subject is that they seek to make a
comparison between